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WM. FARMER,

Proprietor.

[a607-19]

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ESTABLISHED A.D. 1841.

[31]

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Only communications relating to the news columns should be addressed to the Editor.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
Non-anonymously signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 11th MAY, 1904

In every war such as the present one between Japan and Russia, it is inevitable that a large number of place-names must spring into public notoriety which previously were unknown entirely or else barely heard of at rare intervals. This was so in the South African War, which has made familiar words in Britain, and even in other parts of the world, names which would previously have conveyed no meaning, geographical or other, to the ordinary man. The Japanese in the war now in progress are fighting on ground already made famous in their struggle with China; but we doubt whether the newspaper-reading public had much recollection of the various names on the road from Seoul to the heart of Manchuria when this new war broke out. It will not be devoid of interest to mention a few facts in connection with a few of those places of which we have been hearing not a little during the past week or so.

Two of the towns whose names have been on everyone's lips since the Japanese undertook their famous crossing of the Yalu are Antung and Fenghuangcheng. The former of these should be a town with a future, for it is one of the new treaty ports conceded by China to international commerce. Situated on the west bank of the Yalu estuary, opposite but further south than Wiju, Antung-hsien has about 20,000 inhabitants. It has a fairly vigorous junk-trade with Shanghai and Chefoo, with which it exchanges beans, silk, etc., for cottons, kerosene oil, etc. Its buildings and godowns are substantial for China, and its bond is in good condition. It has the disadvantage of

being low-lying. The main road runs from it to Fenghuangcheng and Moukden, but Antung is also connected with Tatungkou and Takushan, and with Newchwang. Tatungkou, which is to be another treaty port, is a poor town of about 5,000 regular inhabitants, but it is a lumber-centre, which should be of use to the Japanese. Takushan is about fifty miles from Antung, and there transport facilities should help the Japanese, as the neighbouring villages are noted for their mules and carts. A correspondent of the *Times*, to whom we are indebted for many of our facts about this region, states that the Japanese have a splendid name in the whole of this country which they held and governed in 1894-95, whereas the Russians have made themselves unpleasant in petty ways. This writer says:—"The Japanese, should they make, as they will, a base on the Yalu, will have much in their favour, and if the Russians are badly defeated, any stragglers will not be well treated by the country people." This is perhaps borne out by the fact recorded in the Japanese official despatches that the Russian refugees came out of hiding after the battle of the Yalu to surrender to the Japanese.

Fenghuangcheng, which was to have formed one of the points of the Russian second line of defence, but is now in Japanese hands, is about forty miles distant from Antung, with which it is connected by a moderately good road. The Japanese captured this town from the Chinese in October, 1894. The Fenghuang or "Phoenix" mountain rises to the south of it, very abruptly. About 10,000 inhabitants live at Fenghuangcheng, the innermost portion of which, including the yamen of the Taotai of the Eastern Marches, is enclosed by a wall of recent date. Beyond Fenghuangcheng the road divides into two, one running to Newchwang, and the other to Liaoyang. The latter is the main road, and crosses the high ground near the great Motienling, or "Heaven-touching" Pass, which has been described as the strongest position among many in the highlands which divide Corea from the Liao valley. Motienling is celebrated in Manchurian history as the scene of many fights. The Russians, however, do not seem to have made any attempt to hold the position.

In the China-Japan War, after the capture of Fenghuangcheng, part of Marshal YAMAGATA's force was able to push on over the highlands and capture Haicheng. This town, lying some twenty miles south of Liaoyang, and to the east of the railway, was reported some weeks ago to have been very heavily entrenched by the Russians in expectation of an attack from a Japanese force landing near Newchwang. The danger, however, threatened from the other side, as in 1894. Haicheng itself is a small walled town on the edge of high country looking down on the Tomuchiang valley. Whether the Russians will make a stand at Haicheng or whether they have actually fallen back on Moukden already, as was claimed, a few days ago, is uncertain yet. After the Japanese had taken Haicheng from the Chinese in December, 1894, they were considerably harassed by the strong Chinese forces under General Suva. But the Russians, of course, are in a different position, fighting in a foreign country. The bill people are stated by the *Times* correspondent mentioned above to be independent and hardy Shantung men for the most part, with but few Manchus among them. Like the inhabitants further south, they should have good recollections of the Japanese, which will not make things easier for the Russians. The Islanders certainly have some advantages to set against the fact of Russia's occupation of the scene of war up to the present moment.

The English Mail of the 9th April was delivered in London on the 7th inst.

One of the local magistrates yesterday refused to issue a summons against a man for selling meat outside the markets, although it is an offence against the ordinance. He said it was a matter for the Sanitary Board.

On Sunday next the *S.S. San Cheung* will run on an excursion to the Ladrone Islands or the Becca Forts, leaving the Tung Yick Wharf near Wing Lok Street at 9 a.m. and returning at 5 p.m.

On Monday night the Fire Brigade had two false alarms within an hour. The fire-bell rang first of all for a reported outbreak in Messrs. Noronha's printing establishment in Des Vœux Road. This summons was due to the explosion of a kerosene lamp; the services of the Brigade were not required in extinguishing the flames. Next there came a report that fire had broken out in Des Vœux Road, near the Harbour Office. When the Brigade turned out there was no sign of a fire anywhere in the neighbourhood. How the alarm got about could not be discovered.

"Gael-birds" at Manila are tearing down the old city wall.

It is not generally known that there is a son of the late Sir Edwin Arnold on the Hongkong-Canton run. He is chief officer of one of the river steamers.

On the 26th ult. Mr. Brodick, in the House of Commons, announced that Government have decided to close Cooper's Hill, but no date has been fixed as yet.

The new Syndicate, which is about to build a large new hotel on the present site of the Hotel de l'Europe, Singapore, took over the management of that old establishment from the 1st May.

Sir Frederick Treves, the eminent British Court physician, who has been staying at Kyoto for the last month, has recently arrived at Hakone, whence he will proceed to Tokyo soon.

The French Catholic mission at Canton has started a school for instruction in the English and French languages. Of the 229 students now attending the school 170 are stated to be learning English and 59 French.

Stamp-collectors may be interested to hear that an unused five cents Straits Settlements stamp, printed in carmine (being an error of the four cents on five cents without surcharge, an unalloyed variety) was sold by auction recently and realised £22.

Mr. Tommy Empson, the representative of the Fanny Stanley Opera Co., is leaving for Shanghai to lay the *Empress of Japan* to make arrangements for the Company to play there first instead of here, as the Theatre Royal is engaged by the Dallas Co. from the 16th inst. On their return, the Stanley Co. will play for a brief season at the City Hall.

In view of our London correspondent's telegram about Russian movements on the Afghanistan frontier, it is of interest to note that the *National Zeilung* recently proclaimed that a Russian diversion on the Afghanistan frontier would secure the recall of Colonel Youngblood even from the gates of Lhasa.

Three more fatal Chinese plague cases were reported yesterday. One of the previous cases assigned to plague has now been certified not to have been so. Beside the 29 plague cases last week (26 fatal), there were only three other instances of communicable disease—one of enteric fever (European), one each of cholera and small-pox (both Chinese and both fatal).

The French hospital at Canton—Hopital Doumer—will in all probability be completed in July. This magnificent establishment, as a French contemporary describes it, will comprise, besides the dispensary, a "Lahandy pavilion," in which there will be an operating chamber and a laboratory for bacteriological investigation and two large wards which will each contain thirty beds. The Viceroys, it is stated, is greatly interested in the hospital, and has appointed twelve students to assist the doctor in charge and to be instructed by him in the principles of medicine and surgery.

Those who are thinking of going to the S. Louis Exhibition should make a point of being there on the 27th September. On that day everyone who enters the grounds is to be presented with four apples, artistically wrapped up and labelled with their name and native State. They are then to be asked to join the Apple Consumers' League and to pledge themselves to insist on having apples set before them at all times and places. The league holds that apples are a sure cure for the drink and tobacco habits, and for "the low morals that lead to crime," and it has hit upon this plan of spreading its doctrine. If there are not apples enough to go round the league may bear in mind the answer received by a teacher who asked the children what their mothers would do if they had only four apples to divide among six children: "My ma would make apple sass."

A romantic story of the war, with a very tragic ending, has reached Paris from Russia, says the *Daily Telegraph's* Paris correspondent. Among the men belonging to a Siberian regiment stationed at Port Arthur was a soldier named Listnikoff, who was popular with his comrades, but was often "chaffed" about his effeminate appearance. He had been selected as servant by a young officer at whose quarters he lodged. One unlucky day, while he was on an errand, he fell and broke a leg. Listnikoff expressed a very strong wish not to be taken to the hospital, and as he was being conveyed thither he took a penknife out of his pocket and deliberately severed an artery in his left arm. As the soldier on his arrival there was being undressed to be put to bed the surgeons, to their amazement, perceived that he was not what he had represented himself to be. Listnikoff, in fact, was a beautiful girl barely eighteen years of age. Blood-poisoning supervened, and the patient had only been three days in the hospital when all hope of recovery had to be abandoned. The young woman sent for the officer in whose service she had been, and implored him to marry her, reminding him that it was her devotion to him which had led her to pass herself off as a man in order that she might follow him to the Far East. His brother officers are also said to have pleaded her cause, but for some unexplained reason he would not listen to them. As soon, however, as he had heard of the death of the poor girl who had loved him so well he returned to his quarters and blew out his brains.

A "poor oppressed Kling" at Singapore was fined \$40 because he killed his goat in the street after it had accidentally been run over, instead of taking it to the Public Slaughterhouse. The *Straits Times* got up a subscription for the man, thereby securing \$63. The Governor requested to see the depositions regarding the case.

Considerable feeling has been excited in Peking by the summary arrest of Wang Shao, says the *P. & T. Times*, and grave fears are felt lest his imprisonment should end in another tragic death like that of Mr. Shen, last year. Na Tung in arresting him has apparently aimed at gaining favour with the Court, and the incident is generally regarded as an anti-foreign demonstration. Mr. Wang Shao was disgraced as an official in 1898 for being a friend of King Yu-wei, and after the *coup d'etat* left Peking. Some time ago he returned, however, and has since been a teacher in the Methodist Mission School, Peking, and also in a School for Romanising Chinese. We understand the missionaries have taken the case up, and we hope they have.

The Tsingtao correspondent of the *N. C. Daily News* wrote on the 28th ult.—Our Governor left to-day for a trip to Weihai to see Governor Chou Fu. The visit is said to be in regard to Governor Chou Fu's demand that Kaimi shall be handed back to China. This place is about 120 miles from here and thirty from Kiaochow. It has a garrison of one company, and good barracks were built for their accommodation. When Yuan Shi-kai was Governor of Shantung he objected to the building of these huts, but had to withdraw his objection. Governor Chou Fu now renews the demand, saying that he is able to protect the railway by his own troops. But it is not thought likely that Governor Truppel will fall in with this view.

The feud between the *Japan Mail* and the *Kobe Chronicle* continues vigorously. We take the following from one of the latest issues of the *Kobe journal*:—"In a copy of the *Japan Mail* sent to us we find the following flower of speech in an article entitled 'The Question of Visitors':—'One foreign journal alone in Japan has attempted to create an uneasy impression in the minds of tourists, and one foreigner has supported it. The foreigner is a correspondent of the *Figaro* and the journal is the *Kobe Chronicle*, which now enjoys the reputation of being the sole and only English newspaper in the Far East which under the hypocritical guise of frank friendship neglects few opportunities of injuring Japan.' We are really surprised at the moderation of the *Japan Mail*. Instead of 'fig' it might have said 'no opportunity' and been equally within the limits of the truth, for what would a little thing like this be to a controversialist once convicted of falsifying a passage for purposes of argument? However, this small matter besides the shock that we received when noting that the Editor of the *Mail*, who at one time was a purist in style, could use such a shocking phrase as 'sole and only,' reminiscent as it is of a quick advertisement. Truthfulness is really a minor consideration compared with such an outrage on the King's English."

Mr. J. W. Jamieson, the Commercial *Attache* to the British Legation at Peking, in notes on the trade of Tientsin for the years 1900-03, received at the Foreign Office on the 16th February, writes that one result of the new conditions under which trade is being carried on has been to place the native merchant in closer touch with manufacturers abroad. He now asks for quotations in sterling, and is mastering the mysteries of exchange, a problem with which he previously did not choose to concern himself. Should he so elect, he can have his purchases shipped to Tientsin direct, as every month a steamer arrives at the bar with railway material and surplus space for other goods. His intercourse with foreigners is facilitated by the fact that the latter almost all possess a knowledge of the language sufficient to carry on a business conversation, an example which merchants at other ports might well follow. Mr. Jamieson adds that when once the local money market has completely recovered itself it is not unreasonable to assume that a demand for machinery will set in, as already many inquiries are being made. Coal-fields in Western Chilli are being tapped by a German firm, working some thirty miles west of Hualin on the borders of Shanghai; Honan wants flour mills, and altogether future prospects are bright.

The Allahabad Pioneer, referring to the Tibet Mission, says it would be the greatest possible mistake to stop short at Gyantse. Much money has been spent and much blood shed, and to ensure any commensurate return it is necessary that some permanent impression should be produced on the minds of the Tibetans. An entry to Lhasa would certainly be vividly remembered by them for decades, whereas the recollection of the defeat at Tuna will be forgotten as quickly as that of their expulsion from Sikkim. Lhasa, therefore, beckons, and Colonel Youngblood should not only go there, but his entry should be made with as much show as possible. It would be well worth while to send a British Infantry regiment (with its red uniforms) as well as two or three smart Indian Regiments, Sikh or Pathan. A battery of Field Artillery, if practicable, would be a useful adjunct. These troops need not stay long, but they would probably facilitate Colonel Youngblood's negotiations and their presence would produce a great effect. Indirectly if possible, too, electric searchlight rockets and balloons would be useful as likely to enhance the impressions produced. It must be remembered, moreover, that Lhasa is a religious capital of Asia, and that our entry will be noted and talked about by millions of people.

TELEGRAMS.

REUTERS SERVICE.

THE WAR—MORE RUSSIANS MOBILISING.

LONDON, 8th May.
Russia has ordered the mobilisation of the Charkoff and Moscow Army Corps and other troops to strengthen the Manchurian Army.

FRANCE AND THE POPE.

LONDON, 8th May.
The Pope has sent France a formal strong protest against the head of a Roman Catholic State visiting the Quirinal. France has replied refusing absolutely to entertain the protest.

THE MISSION TO TIBET.

LONDON, 8th May.
A company of Gurkhas and a company of Sikhs attacked 1,500 Tibetans on the 6th instant below the Koro Pass, and a six-hour fight ensued before the enemy fled with a loss of 200. The British casualties were 25, including Captain Bethune killed.

NAVAL NOTES.

H. M. S. "SIRIUS."
The cruiser *Sirius* returned from Miss Bay yesterday.

H. M. S. "ALACRITY."
The despatch-boat *Alacrity* has again returned to Hongkong.

APPOINTMENTS.
Commander Thomas Jackson, of H.M.S. *Rosario*, has been appointed Naval *Attache* to H.M. Legation at Tokyo, and Lieut. Gerard W. Vivian, of H.M.S. *Fengance*, succeeds Commander Jackson in the command of the *Rosario*.

FORTIFYING THE PHILIPPINES.
The U.S. cruiser *Albatross* arrived at Cavite from Shanghai recently. After coaling there she will proceed to Subig Bay to dismount her guns, which, in turn, will be mounted upon Grande Island, Subig Bay. The *Albatross* will then proceed to Bremerton Navy Yard, state of Washington. She will go out of commission pending repairs.

It is understood that the U.S.S. *Vicksburg* will also have her guns dismounted and in turn mounted on Grande Island prior to her departure for the States to be repaired, which will be in the near future.

This action on the part of the U.S. Navy Department is the putting in to practical effect the recent recommendations of Rear Admiral Robley D. Evans when in command of the Asiatic Station, when he urged upon the Washington Government that Olongapo be made a great naval base and that Subig Bay be strongly fortified.

THE ST. CLAIR-CHRISTIE FIGHT AT CANTON.

With reference to our account of the St. Clair-Christie fight at Canton on Sunday, an independent spectator takes exception to the remark that in the seventh round St. Clair was "groggy." According to this informant, St. Clair was the fitter man of the two at the finish, and he certainly carries no marks of punishment on his face or body.

QUOITS.

A HAPPY VALLEY TOURNAMENT.
Quoits is a good game, and like all other good games not requiring too much vigour, finds many followers in hot Hongkong. Arrangements are now being made to hold a quoit tournament on the Civil Service Ground, Happy Valley, next Saturday, the 14th inst. Local sports will welcome the revival of "Valley Sports" on Saturday afternoons. Let us hope other clubs—the H.K.F.C., for instance—will help to keep the ball rolling.

ROYAL HONGKONG GOLF CLUB.

The following cards were returned at the monthly meeting held at Happy Valley from the 7th to the 9th May:—

CAPTAIN'S CUP.			
Mr. C. M. G. Burnie	80	1	79
Mr. T. S. Forrest	78	3	81
Mr. J. Johnstone	80	5	81
Mr. W. W. G. Ross	85	13	82
Mr. C. E. H. Beavis	83	0	83
Dr. Atkinson	111	18	93
Capt. Barnes-Lawrence	112	15	97
35 entries.			
POOL.			
Mr. C. M. G. Burnie	80	1	79
Mr. A. Broc e Smith	89	10	79
Mr. E. V. D. Parr	89	10	79
Mr. J. Johnstone	86	5	81
Mr. J. Rodgers	93	12	81
Mr. E. J. Grist	84	2	82
Mr. W. W. G. Ross	95	13	82
23 entries.			

FIRE BADGES FOR THE PRESS.

The Municipal Board of Manila has adopted a resolution authorising the chief of the fire department to issue fire line badges to the newspapers, both daily and weekly, not more than two badges to each paper, for the representatives of the papers to use in case of fire. These badges are to be recognised by the police and will entitle the wearers to admission within the fire lines.

This scheme would work well if applied to Hongkong. It may be remarked, too, that the badges authorised by the Hongkong Police authorities to representatives of the various insurances are sadly lacking in uniformity.

WAR NOTES.

THE DURATION OF THE WAR.

A French gentleman just returned from St. Petersburg, who had good opportunities of obtaining information, told the Paris correspondent of the *Times* last month that from all he has heard his impression is that the war will certainly last two years. There are, he says, only about three months in the year during which military operations and the movement of troops can be carried on without obstacles due to the elements. From June till somewhere about the end of August there is likely to be severe fighting, and after that both sides will be obliged to make up their losses in men and material.

VIEWS OF THE RUSSIAN GENERAL STAFF.
The St. Petersburg correspondent of the *Echo de Paris* telegraphs as follows:—"At the quarters of the General Staff it is believed that the Japanese, instead of following their right tactics, which would be to remain in Corea, to concentrate and fortify themselves there, will cross the Yalu. But if they attempt simultaneous landings at Newchwang and Dalny they may have to pay dearly for that folly. According to trustworthy information, the Japanese at present have only six divisions in Corea, which have been landed at Fusan, Champo, and Chemulpo. Their total effective strength would, therefore, be rather below than above 80,000 men, each division comprising 12,000 to 14,000 men, including infantry, cavalry, artillery, and engineers. According to information given by General Mishchenko, the wagon-trains and artillery horses are very bad. It is said at the General Staff that during the hostilities between the Europeans and Chinese in 1900 General Akihamo, the officer in charge of the Japanese lines of communication, said that the Japanese had to send back 6,000 men. Almost all the horses used for the train died, as well as half of the artillery horses, so that Chinese horses, mules, and donkeys had to be used."

NEW TERRITORY NOTES.

[FROM A CORRESPONDENT.]

8th May.

CROPS.
The agricultural population have been busy during the past few weeks sowing their rice-fields. There has been sufficient rain-fall to flood the paddy-patches, and in many parts the young crops have already attained a fair height. Prospect for the coming harvest are considered good. Sugar-cane is making a fine show. Pea-nuts tops are making an appearance above ground, and on the whole the New Territory presents a verdant aspect at the present moment.

COTTON-GROWING.

Mr. Dunn's suggestions about the adaptability of the soil of the New Territory for cotton-growing evokes no particular interest among the Chinese farmers, even when explained to them fully in their own language. In the opinion of Europeans here who have made a study of the agricultural capabilities of the country, the soil is too clayey for the purpose of cultivating the cotton-plant. Suppose it were suitable, there is always the drawback of the disinclination of the Chinese country people to adopt new methods in their present employments or new departures altogether, the latter certainly being more obnoxious than the former in their eyes. Any attempt to introduce cotton-growing into the Territory will, according to local opinion, meet with about as little success as that which attended the recent introduction of a superior class of Malaysian sugar-cane into the country. As will be remembered, the farmers looked upon the experiment with what might be termed good-humoured contempt and made no effort to profit by the well-meaning endeavours of the British Government to improve the quality of their crops. If the cotton-growing experiment meet with any better fate it will be cause for wonderment.

INDUSTRIES.

The compilation of the report dealing with New Territory industries has not yet been completed. A feature of it when it does appear should be the number of unsuspected industries that are practised in that region. I have already enumerated quite a lot. One that has not been mentioned, however, is the pea-nut oil crushing industry. The pea-nuts are ground into powder and undergo a process of pressure which causes the oil to exude into a pan below, much in the same fashion as is employed in crushing liquid sugar out of sugar-cane. Then it is purified and exported. There are several such mills scattered over the country, notably one at Santin. THE VEGETABLE FARM.
There is little doing at the plantation of the New Territory Cultivation Co. near Santin, and it is more than probable that the farm will be abandoned so far as the growing of vegetables for the Hongkong market is concerned. This venture certainly deserved better of the European community of the Colony than it got. The methods of Chinese market gardeners are only too well known; and the endeavours of the promoters of the Santin farm was to supply Hongkong with vegetables grown under conditions which would not be obnoxious and repellent to European ideas. If the farm is abandoned there will be cause for regret.

SAMSCHUN.

In the neighbourhood of Samschun City the liechee orchards are heavy with fruit, and large consignments are despatched every day to Hongkong and other markets. The crop is remarkably good this year.

CUSTOMS CHANGES.

Mr. C. S. Rice, third class Tidewater at Taishan, has been transferred to Yimtin, and Mr. J. Chalmers, third class Tidewater at Yimtin, has been transferred to Taishan.

THE V. R. C.

NEW CLUB HOUSE.

At the annual meeting, to be held, perhaps, on the 30th inst., it will be decided exactly what is to be done in connection with the Victoria Recreation Club's new Club House, to be situated at the Murray Pier extension, opposite Messrs. Butterfield and Swire's offices. From what we can gather it is expected that the site will be handed over in November, when building operations will be commenced. This being so, the place ought to be ready for occupation by the summer of 1905—next season. At present there seems some discussion as to whether there will be a covered bath or not, but the general opinion is that there is no doubt about the matter; a tiled bath will be built. It will be the bath, in fact, which will be such a boon to Hongkong residents. This bath, probably, will be some 100 to 120 ft. long, and 30 to 35 feet broad.

The boat-house building will probably be a two-story affair, composed of brick and granite facings; up-stairs there will be a dressing-room and bath.

Such innovations as go to make up the gymnasium, of course, are at present minor points. No doubt there will be swinging ropes, etc., over the water, and many other things not practicable at the old premises. One good feature would be a "chute" of the description as that of the World and Sui Sui Baths. This arrangement is simply a copper slide which shoots the diver about six feet over the surface of the water before he enters it; it is just about the most popular feature—and not costly—of the Great Baths. The V. R. C.'s new Club House will be as favourably situated as is possible.

There is a report, by the way, that at the annual meeting another man is going to stand for secretaryship. The "Hongkong Boys," a rather vague expression presumably meaning those born in the Colony, want one of themselves, Dame Rumour has it. After all, the present secretary in his shortacting term, has done for the Club, unselfishly giving up his spare time to get up amusements for others, and running round hunting up new members, the least the meeting can do is unanimously to ask him to carry on.

CORRESPONDENCE.

STREET SCENES IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th May.
SIR,—Going along Queen's Road about 5 o'clock last evening my ricksha was stopped, partly by a hole in the road, partly by a crowd of coolies and other Chinese. The crowd was an eager one, and when I had pushed my way through, or rather had persuaded the ricksha-ho to push it for me, I saw what the attraction was. In the foreground were three persons—an European constable, an Indian one, and a sailor; the sailor appeared to be drunk. The two policemen were endeavouring to carry the sailor to barracks, and the sailor objected—strongly. The trio lurched and plunged, and bucketed along in a manner intensely pleasing to the "tail" that followed. The Indian constable especially looked distraught. His head-gear had abandoned him, and I fear his dignity went with it. His sacred topknot was left exposed to the irreverent gaze of the idle and the curious, and in the anxiety to protect it, his attention was divided between his headgear, which was behind him, and the sailor who was in front of him; and, like most people who try to do two things at once—especially when one of them is arresting a sailor—he made a bad job of it, for the spasmodic struggles of Jack nearly pulled him off his feet. I thought at the time that if a Chinese constable was pushing along behind, it would have been a fine quartette, very representative of the forces of law in Hongkong, whatever about those of order.

It was all very amusing to the Chinese, but it was very nauseous to me, and I am sure would be to all Europeans. One naturally asks if this thing could not be better managed—if there is no other way of dealing with a "drunk" except to haul him *en ventre à terre* along the most important thoroughfare of the city. One does not see it at home, and it certainly should not be seen in a white colony in the Far East. I do not blame the police, or say that the sailor did not earn what he got—he probably did. I only say that this sort of thing should not happen in Hongkong. I have no doubt that the naval and military authorities would co-operate with the civil in preventing such scenes.—

Yours, etc.,

ONLOOKER.

A BROKEN SHAFT.

N.D.L. "OLDENBURG" AT HONGKONG.
One of the most disastrous things that can happen to a steamer is to break her shaft—especially, of course, a single-screw steamer. She remains helpless on the sea, rocking about, idly, and powerless to stop herself from drifting on a lee shore. In such circumstances anchors are practically the only hope of salvation, and, perchance, the coast is too steep or the bottom too hard to permit these being of any use. Sail on a modern steamer is of little value except as a means of steadying the vessel in stormy weather.

The N.D.L. *Oldenburg*, which was alongside at Kowloon yesterday, was unfortunate enough to break her shaft in the Red Sea, but, luckily, managed to get to A-en, where repairs were executed.

The *Oldenburg* on arriving at Hongkong had close on 4,000 tons of cargo for China ports. Heavy showers of rain were experienced on the passage from Singapore. She left Hamburg on 3rd March.

The breakdown occurred on the 25th April. It was a long day in the after-noon, and by steaming very slowly the shaft did its work, taking five days going to Aden (238 miles). The passengers were transferred to the F. & O. *Manora* (Australia run) but at Colombo there was no room for them on the *Chusan*. The passengers eventually came on in the *Bayern* (German mail) arriving here on the 26th ult., 12 days late.

SUPREME COURT.

Tuesday, 10th May.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SPENCER SMITH (PUNISHING JUDGE).

CLAIM AGAINST A CHINESE POST OFFICE.

Ho Tsun, trader, 76, Bonham Strand West, sued the Pun Lung Kee, Chinese Post Office, 190, Queen's Road Central, for \$61.50 in respect of detention of goods. Mr. O. D. Thompson, solicitor, appeared for the plaintiff, and Mr. J. Hays, of Messrs. Johnson, Stokes, and Master, solicitors, for the defendants.

Mr. Thompson in opening the case stated that plaintiff claimed the return of certain clothing which was entrusted to the defendants to forward and deliver to a certain Wing Yee Lun shop at Canton, and which defendants failed to deliver, or in the alternative the sum of \$61.50, being the value of the clothing. In November, he said, plaintiff was desirous of sending some clothing to his brother in or near Canton, and entrusted the parcel to the defendants with instructions to send it to a firm in Canton by the name of Kwong Sang. Defendants chopped plaintiff's book, acknowledging receipt of the goods and undertaking to deliver them to the above-named firm. Not having heard from his brother, plaintiff made enquiries, and was told by the defendants that the Kwong Sang firm had refused to accept the goods, and he requested them to send the goods to another firm, the Wing Yee Lun, the former order having been cancelled and the plaintiff's book chopped to that effect. The parcel never was delivered to the Wing Yee Lun firm, and had not been received by plaintiff's brother.

After hearing evidence, His Lordship found that the defendants had failed to prove the delivery of the goods to the party to whom they had undertaken their delivery, and he gave judgment accordingly for the plaintiff with costs.

POLICE COURT.

Tuesday, 10th May.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

A HARDY TAR.

Weeks, an A.B. on H.M.S. *Waterwitch*, was charged with refusing to pay ricksha-hire, assaulting a constable, and damaging the wire netting of the prison cell. He was fined \$25 or six weeks. A naval officer watching the case paid the money.

STOCKS.

When criminals at Hongkong are sentenced to six hours' stocks they very often get off one day's imprisonment. Yesterday a Chinaman, for stealing various articles, was sentenced to three weeks' and six hours' stocks, and another man, convicted of stealing oranges, to 15 days' and six hours' stocks.

CONSERVANCY MAN FINED.

The conservancy contractor in charge of the latrines below the Central Market was fined \$50 and severely cautioned for keeping the place in a filthy condition. The sanitation of these places cannot be too well looked after.

BEFORE MR. J. H. KENT (SECOND POLICE MAGISTRATE).

RATHER CURIOUS.

The proprietor of the Kang On Saw Mill, situated at Shaokwan Road, was charged with causing an obstruction by hauling 15-ton logs across the road in front of the mill.

Mr. J. Hastings, solicitor, appeared for the defence.

The man was fined only \$5, though he had been fined \$15 for a similar offence on a previous occasion.

BURGLARY.

A Chinaman was charged on two counts with burglary. He is a man, it appears, who has been in the habit of roaming around dark corners at night with a "tommy," prising open doors where slumber prevailed. The charges proved against him involved over \$200 worth of property. He was sentenced to three months' imprisonment on the first charge, and six hours' stocks (in lieu of one day's imprisonment) on the second charge.

CRUELTY.

Tsang Kwang Hing, cattle-dealer, was fined \$25 for ill-treating a bullock with a broken leg, by driving it along the street.

ALIENS IN ENGLAND.

In introducing the Alien Immigration Bill into Parliament Mr. Aker-Douglas acknowledged that the majority of the aliens who went to England are loyal and law-abiding citizens, but emphasised the danger which arises from the growing numbers of quite a different class. Police magistrates of London, chairmen of quarter sessions, the Recorder, and the Judges had all appealed to him to relieve the community from the charge which this criminal class lays upon it, and have urged their repatriation, to which the Government is now resolved. In 1891 the number of aliens was given as 135,000; in 1891 it was 212,000; and in 1901 it was 290,000, showing an increase of 152,000. That does not represent the whole number, because it does not include the families born in England. Four-fifths of these aliens reside in four or five localities, the chief of which is the Borough of Stepney, where they have displaced British labour and driven the *bona fide* inhabitants from their dwellings. There is also a large settlement in Scotland against which trade unionists and Liberal members have complained.

DISCOVERIES OF THE ANTARCTIC EXPEDITION.

The following details have been obtained concerning the experiences of the *Discovery* Antarctic Expedition:

Last winter was spent under much easier circumstances than the previous one. The principal sledging expedition undertaken was made to the west, where the explorers discovered that the Barrier was a floating one, and that a vast continent existed over the ice cap of Victoria Land. The work of extricating the *Discovery* from the ice proved a gigantic task, and at one time was almost abandoned, but the ice was partly broken up by heavy weather, and with the assistance of explosives the eighteen miles between the ice and the sea were overcome.

Besides geographical discoveries of immense value other scientific results of importance were also obtained. Wilkes Land was found to be non-existent, the *Discovery* sailing over the region where it has been charted. Since Ross's time the ice is alleged to have broken back thirty miles from the Barrier, which, it has been definitely ascertained, is moving northward at the rate of a quarter of a mile a year. It is also stated that one primitive form of insect life was secured, and much information obtained as to the higher forms of animal life. The latter consisted mostly of birds, including the Emperor penguin, specimens of which have not previously been found in these regions. The only species of vegetable life secured were mosses and lichens, but the fossil remains of higher forms of plant life were obtained on Mr. Forre's sledging trip westward. The trend of biological evidence shows that Antarctic fauna and flora are composed of elements similar to those which once existed throughout the Arctic regions, and that an immense continent once connected the Antarctic land and Australia. Some thousands of photographs of immense interest were taken, covering natural features and bird and animal life. The main practical interest of the expedition lies in the results of the magnetic investigations. Continuous observations were taken in the neighbourhood of the magnetic Pole.

After the *Discovery* had been liberated from the ice, a terrific gale was encountered, which immediately drove the vessel ashore, where, but for her staunchness she would undoubtedly have become a total wreck. She was several hours in the gravest danger, but the weather moderating, she was floated off and proceeded on her voyage. Owing to the coal supplies running short further exploration was prevented. On the passage back to Lyttelton the weather was terrific, and the *Discovery* and the two relief vessels were continually obliged to heave to.

THE ENGLISH MAIL.

The P. & O. mail contract ended next January, and it has already been stated that with the new contract, beginning on the 1st February, 1905, the P. & O. will give an accelerated service to India and the Far East in return for a slightly increased subsidy. The Indian service will be accelerated by 29 hours, and according to the Indian papers, this acceleration will affect all parties to the eastern mail contract, with the exception of Australia, and letters to and from Ceylon, the Straits, and Hongkong, will be carried one day quicker. These Colonies will share with India the increase in the mail subsidy in relative proportions, according to the present principles of division.

The *Madras Mail* adds—This extension of the contract has been made in order to give full opportunity for effective competition among the steamship companies. Tenders for the mail service commencing from the 1st February, 1905, will be called for at once, and the interval of nearly four years which will elapse before the contracting companies are called upon to fulfill the terms which may be agreed upon is sufficiently long to ensure satisfactory arrangements being made in the end. Sections of the mail service may be tendered for such as Brindisi to Aden; Colombo to the Further East; Aden to Karachi direct, etc. It remains to be seen what large companies will tender on the terms to be offered, but if any take up the matter in earnest they will have time in which to build steamers, while the P. & O. Company will certainly have a splendid fleet by 1908.

CHINESE AND THE BIBLE.

In the course of a reply to the statements of Canon Hensley Henson as set forth in his article in *Good Words* on "The Future of the Bible," Rev. J. H. Ritson, of the Bible Society, makes the following curious deliverance:—"What is it in the Bible, do you think, that may seem to us dry and unnecessary, and which yet appeals to the Chinese and gets them to read the Bible? The genealogical tables at the beginning of the Gospel of St. Matthew. To many Englishmen they appear merely an uninteresting string of names. But the Chinese, for generation after generation, have been worshippers of ancestors. Therefore the Chinese read that genealogical table and reverence it."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 10th at 11.55 a.m. The barometer has again fallen generally but most rapidly in Mid-China. The depression noted yesterday, has moved in an E.S.E. direction, and is now South of Shanghai.

The greatest pressure is now over the Pacific, eastward of the Loochoos and the least in the Southern Philippines.

Gradients are slight on the China Coast, and light variable winds will prevail in the Formosa Channel and the northern part of the China Sea.

GENERAL DRAGONIROFF'S ADVICE.

THE REJECTED COUNSEL.

A very interesting and significant piece of news was published a short time ago. General Dragomiroff, it is said, was summoned to the councils at the Russian capital after the dramatic events of the first week of hostilities, and was consulted upon the situation in the Far East. He is reported to have advised the evacuation of Port Arthur, both by the navy and the army, in order that a greater disaster might be prevented; the fact that this advice should have been tendered by a man of such first-rate ability as Dragomiroff was a very grave sign indeed. Although he has arrived at a time of life when he must be considered past active work in the field, Dragomiroff remains by far the most original thinker in the Russian army, and one could name no other soldier wearing the Tsar's uniform with such keen perceptions or such an inborn genius for penetrating into the heart of a military question by the most direct road. It is not too much to say that the contributions of Dragomiroff to the military literature of the last quarter of a century are the most valuable and refreshing products of his country and his time in the study of the art of war. Anything that Dragomiroff thinks is worth hearing; everything he says is certain to be expressed in the very bluntest and most homely terms. He is always fresh, original, direct, and fearless, and though he confessedly lacks his ideas of war upon Slavonic fancies and maxims, he is very far indeed from being a representative of the old school, and there is probably no other officer of the Tsar's army more widely read, more in touch with the latest theories, and more schooled in all the best traditions of the past masters of the art of war.

We can quite believe that the advice tendered by the General, accompanied as it apparently was by some acid criticism upon the policy pursued by the Tsar's Government in the Far East, has proved most unwelcome, and has, indeed, been "energetically repudiated." The question remains whether the advice offered was good or bad. If Dragomiroff was called to council, it must be presumed that he was made acquainted with the circumstances, so far as they were known in the Russian capital, and it is the fact of his advice having been given *en conscience* de cause that so greatly increases its importance and adds to its significance. He would have asked to be told the time for which Port Arthur was provisioned, the numbers of the Russian field army now available in the Far East, and the number of the reinforcements that could be brought up month by month. Without these facts in his possession he could have expressed no opinion at all. The advice he is said to have tendered is compatible with only one conclusion—namely, that, given the known strength of the Japanese army and the extreme limit of resistance of Port Arthur to capture by starvation, there was no reasonable chance of relieving the town by the action of the field army within the requisite limits of time. It is no small thing that he asks, and part of it is beyond the power of Russia to accomplish. The evacuation of Port Arthur by the army is still possible, though at any moment it may become impossible; it entails the destruction of a vast quantity of stores, and probably of many guns and much ammunition; still, as a military act, the evacuation is feasible. But the navy cannot evacuate the position, not, at least, without a successful action with a superior force, or by means of a nocturnal flitting, which would have little more than one chance in five of success. What Dragomiroff demands, therefore, is the immolation of the Pacific squadron, whether at its moorings or in battle, in order that it may no longer impose upon Russia the subsequent loss of the garrison which remains to guard it.

There are probably few soldiers who have not asked themselves what they would do in General Kuropatkin's place, if confronted with the serious alternatives that present themselves. Provided Port Arthur is not provisioned on a scale, to enable it to stand a siege until such moment as the relieving army can make sure of victory, then the advice of Dragomiroff, appalling as it must be for Russian prestige, is in truth the lesser of two evils. If the naval squadron cannot escape, and must eventually become a wreck or a prize of Japanese victory, what is gained by leaving 20,000 men, with some 250 heavy guns, to share in the disaster and increase the laurels of Japan?

There is, of course, a good deal to be said on the other side. The moral effect of the retreat of the garrison without firing a shot, and the destruction of ships, stores, and batteries, would send an echo which would reverberate throughout Asia and have incalculable consequences. By standing fast the garrison would hope to occupy and tie up a large part of the enemy's armies, and so increase the chances for the army of success. It is also true that during the weeks that have elapsed since the advice was given the military position of Russia has somewhat improved. Port Arthur may have been better provisioned; and a considerable Russian army has been concentrated in the Liao Valley. But, unless General Kuropatkin is able to withstand the coming onslaught of the enemy, the strategic problem remains unchanged, and the solution is only deferred. At any moment the crisis may become acute.

If it be known at the Russian capital that Port Arthur must fall by famine before it can be relieved—and General Dragomiroff's advice is not susceptible of any other explanation—then, *qua* moral result, the disaster is far greater to see all these men, ships, stores, and guns become the prize of the enemy than to see them removed, or destroyed as part of a deliberate scheme of national strategy, leaving

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no hostages to the enemy save the ruins of a fortress and the wreck of a fleet. Nor does the topography of the fortress offer any hope of containing an army of larger numbers than the garrison. On the contrary, only a small section has to be covered by the enemy's line of investment, and it is probable that the Russian garrison, at a pinch, could be held fast by far smaller numbers than it can muster within the fortress. Dragomiroff's advice is thus absolutely sound, subject to the premises which have been named.

But, that a proud military Empire could consent to such a sacrifice was not to be expected for a moment. There never was any chance that this counsel of strategic perfection could secure acceptance. Nevertheless, if the Japanese are capable of waging successful war on a large scale on land, as their friends and admirers believe, and of ousting the Russians from their strong positions in the Liao Valley, the memory of what might have been will recur, and Dragomiroff's advice will be remembered.

If General Kuropatkin is unable to resist the enemy and retreats to the north it is certain that Port Arthur will prove an entanglement far worse than Ladysmith. The adoption of the spirit of 1812 in the future conduct of the war against Japan is incompatible with the retention of Port Arthur as a fixed point, round which all the subsequent operations of the Russian field army must fatally revolve.—From the Times Military Correspondent.

SHIPPING NOTES.

WEATHER.

The *Charterhouse* (an old "Blue Funnel" boat sold to Chinese) reports strong N.E. wind between Singapore and Hongkong. The *Taita* from Bangkok reports fine clear weather to Paduan (southerly wind); thence to port strong N.E. winds and heavy sea. The *Sui Sang* from Calcutta, reports light variable winds to Lat. 10° N., next moderate variable winds with heavy N.E. swell to Lat. 20° N., and thence to Hongkong N.E. wind and rough sea. The *Good Hope*, also from the west, says:—Very rough latterly. Vessels from the north report variable weather some rain.

COAL.

The s.s. *Good Hope* arrived from Barry yesterday with 5,300 tons of coal consigned to Messrs. Gibb, Livingston & Co. The *Gleaner* arrived from Mopel yesterday with 3,639 tons of coal for the Mitsui Bussan Kaisha.

RICE.

The *Taita* arrived from Saigon yesterday with 1,800 tons of rice for the East Asiatic Trading Co. The German steamer *Taita* arrived from Bangkok yesterday with 1,600 tons of rice for Messrs. Butterfield and Swire.

MISCELLANEOUS.

The *Loony Sang* arrived from Manila yesterday. She had 100 tons of cargo, and 18 cabin passengers. The *Sui Sang*, from Calcutta, had 2,000 tons of cargo, European passengers, and 530 Chinese.

The *Yuting*, from Wuhu and Chinkiang, has 1,200 tons of cargo for Canton. The *Progress*, from Hoihow, brought 800 tons of cargo for Messrs. Siemens & Co.

The *Jacob Diederichsen*, from Haiphong yesterday, brought 900 tons of cargo for Messrs. Jensen & Co.

AN ACTION AGAINST PILOTS.

An interesting action is engaging the attention of the French Courts of Indo-China. One of the shipping companies is claiming from the Pilots' Association of Haiphong 2,100 francs as damages for delay in sending off a pilot to a ship. She signalled for a pilot at Hanoi at 1.30 p.m. and the pilot did not get aboard until 8 o'clock the next morning. At that time the tide did not admit of the steamer proceeding up to Haiphong, and it is alleged that she was delayed altogether 30 hours through the late arrival of the pilot.

THE "SEWARD."

The U.S. transport *Seward*, recently docked and repaired at Hongkong, is again to be employed on the run to Mindanao and the southern islands. When at Hongkong the *Seward's* party visited Canton and Macao for a couple of days each while the transport was undergoing repairs, and spent the rest of the time in Hongkong.

About \$8000 was spent on repairs for the *Seward*. She was re-coopered and re-painted besides having her propeller fixed. She had lost one blade on her last trip to Mindanao.

OIL STEAMER VOLUTE ON FIRE.

The British steamer *Volute* arrived at Singapore from Balikpapan a few days ago with a full cargo of kerosene oil, en route for Calcutta. She went to Palo Bukom to fill her bunkers with oil, then leaving for Calcutta. Shortly afterwards the signal sergeant at Mount Faber discovered that the *Volute* was anchored off Sultan Saal lighthouse and that dense volumes of smoke were rising from the vessel; her stove-hold had caught fire. As the vessel burned liquid fuel it was no use trying to put out the fire by water, but the hatches battened down kept the air away and the fire in check. H.M.S. *Talbot*, which had been cruising outside since yesterday morning, happened to be in the vicinity of the vessel and rendered assistance. The tugs *Marengo* and *Sunda* were despatched from Tanjong Pagar with appliances, and they smothered the fire by injecting steam into the stove-hold.

The *Volute* was towed into Keppel Harbour next day. After her cargo of oil has been discharged she will be surveyed and docked.

STEAMER MOVEMENT.

The P. & A. steamer *Indra* sailed from Portland on the 8th inst. via Japan ports, and may be expected here on the 6th prox.

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REVIEWS.

The Upheaval in Far Cathay. By NG HING-SHANG. Published at the Shanghai Mercury Office.

This is a novel the purpose of which obviously is to describe the yearning for Reform in China and to give some idea of the difficulties and perils which beset the path of the genuine Reformer. The story is woven round one Kum Tong, a Reformer of the best type, whom the Chinese authorities are anxious to get hold of, and to that end employ an attractive and intelligent girl who has acquired fame as a poetess, to allure him away from the Foreign Settlement of Shanghai to facilitate his capture. He is so charmed by Sih Jin's conversation that he is easily induced to visit her at Soochow, but as she hears Kum Tong recite the evils of the administration and enunciate his ideas of reform the girl develops a sympathy which rips into affection, and she aids the Reformer to escape from the trap she had prepared for him. She herself subsequently rests under the suspicion of being a revolutionist, and is vexed by real as well as superstitious fears. In her distress she goes to the famous monastery at Hangchow to consult the abbot, and in the interview it transpires that she is the adopted daughter of the abbot and that Kum Tong is his son. She is told by the priest that, instead of atoning for sins by becoming a nun, she would only add to them, as if arrested for being a revolutionist, all the nuns in the monastery would have to share her fate, for having given shelter to her, and as for himself, if he were known to be the father of a son who is in rebellion against the Son of Heaven, both himself and the hundreds of monks inhabiting the monastery who were his disciples, would have to lose their lives. In the end she resolved to bring back Kum Tong to China (he was at that time in Nagasaki), make a clean breast of her feelings towards him, and then share his fate. When Kum Tong came to see her, Shanghai was placarded with an offer of 10,000 taels reward for his person, alive or dead; and he entered her house at a moment when an angry interview had terminated between herself and the emissary of the Government, whom Kum ultimately shoots in the street, the result being that both Kum Tong and Sih Jin are arrested, tried and sentenced in the Mixed Court for discharging a firearm and causing grievous bodily harm. When at the end of the novel the Reform movement has triumphed Kum Tong and the poetess are of course released "so that their abilities might be available for the good of mankind." The story is interesting though disjointed, but it should be read chiefly for the insight and information it supplies of the Reform movements in China and the means employed to quell them. A very interesting chapter is that which purports to give an account of a Congress of Chinese Reformers held at Nagasaki. The want of unanimity in objects and methods is clearly exposed, and the reader gathers from it that in the opinion of the majority reformation can only come through revolution. The hero of the story, however, is a Reformer of quite another stamp, and vigorously protests against marching through rapine to the goal of their ambition. What is primarily needed, he argues, is to dispel ignorance, and to abolish dishonesty.

The Russo-Japanese War. Tokyo: Kinkodo Co. No. 1.

THIS is the first part of a fully illustrated record of the war now proceeding, which an enterprising Tokyo firm intends to publish in monthly parts. If the work keeps up to the standard of its first number, it deserves all success. Published as it is in English and at Tokyo, it is a real achievement for a Japanese firm. The illustrations, mostly from photographs, are first-rate; the coloured plates are interesting; and the maps and plans are most useful. The letter-press seems to have been carefully revised, though of course a few slips are unavoidable, seeing that the record is attempting to keep pace with the actual war. We must congratulate the producers heartily and wish them good sales.

The Miracle of Three. By FLORENCE WARDEN. London: George Bell & Sons. WRITTEN in the author's best style, this novel should attract a large measure of public notice among those who are already acquainted with her works, as well as among others who are not. It is a fanciful plot around which the story is woven. The tragic intensity of the underlying narrative is relieved by a pretty love-story. Those "Three" whose "miracle" inspires the title are young London bachelors who visit one of the outlying Channel Islands on holiday and meet with a strange adventure which begets still stranger consequences. Those who know Florence Warden best by her *House on the Marsh* will find in this most recent of her publications much of the powerful writing that characterises the former, as well as a lightness of vein employed occasionally that serves to make the book eminently readable.

Stella Fregelius: A Tale of Three Destinies. By H. RIDER HAGGARD. London and Bombay: Longmans, Green & Co.

THIS latest book of Mr. Rider Haggard is not by any means of the style with which readers of fiction have come to associate the productions of his pen. There is little of the weirdly adventurous in it. In fact (as he admits in an apologetic preface), it is a distinct departure from the fictional field that he has hitherto trodden. But that it requires an apology from the author to commend it to the readers of the fiction-books of public libraries is open to question. Writings of the calibre of *She* put when multiplied without end. *Stella Fregelius* contains far more of the elements that count in literature than *She* could ever boast. It is a novel with a purpose behind it, though such an admission nowadays carries with it its own damnable ver-

dict as a general rule in spite of Charles Reade's and Dickens's efforts in the same direction in their own times. Mr. Haggard's new book is a stronger book than perhaps any other he has ever written, in the sense that it has a purpose; and that purpose is one peculiarly applicable to the present-day hankering after knowledge of things spiritual which even science cannot instruct us upon, but which inevitably attract the highest intellects among us, with a view to their solution, only to throw back the enquirer as the cliffs ding back the sea. As with the human searcher, it is true the sea may make inroads into the cliffs and form pany, inconsiderable caves and bights, but in some other part of the universe by the law of compensation the land steals from the ocean, and so the balance is maintained. Such in effect is the result of the author's contemplation of this awful subject. A young scientist who thirsts after ulterior knowledge finds at last a kindred human soul, his spiritual love for whom wrecks his own domestic happiness and ends in—well, a characteristic Haggardian climax.

Liz. By J. E. PRESTON-MUDDOCK. London: George Bell & Sons.

J. E. PRESTON-MUDDOCK is the same writer whose novels have enjoyed a somewhat uncertain popularity in various magazines and periodicals of recent years over the name of J. E. Muddock, the composite name, he tells us in a note, having been adopted by him for family reasons. His publications have in all conscience been numerically appalling, but if we are to take his latest as an example of his powers, there is little room for dubiety on the score that the more he turns out the less becomes the value. In *Liz*, which purports to be a Glasgow story, he shows a facility worthy of Mr. Clavering Gunter for the utilisation of local colour inartistically daubed on. The plot of the novel is crude and amateurish; the Glasgow "dialect" employed is enough to break the heart of Mr. J. J. Ball of *Macgregor* fame. For its local colour, the book may enjoy a vogue at home; but it will hardly find general favour, we should imagine.

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1018. 1019. 1020. 1021. 1022. 1023. 1024. 1025. 1026. 1027. 1028. 1029. 1030. 1031. 1032. 1033. 1034. 1035. 1036. 1037. 1038. 1039. 1040. 1041. 1042. 1043. 1044. 1045. 1046. 1047. 1048. 1049. 1050. 1051. 1052. 1053. 1054. 1055. 1056. 1057. 1058. 1059. 1060. 1061. 1062. 1063. 1064. 1065. 1066. 1067. 1068. 1069. 1070. 1071. 1072. 1073. 1074. 1075. 1076. 1077. 1078. 1079. 1080. 1081. 1082. 1083. 1084. 1085. 1086. 1087. 1088. 1089. 1090. 1091. 1092. 1093. 1094. 1095. 1096. 1097. 1098. 1099. 1100. 1101. 1102. 1103. 1104. 1105. 1106. 1107. 1108. 1109. 1110. 1111. 1112. 1113. 1114. 1115. 1116. 1117. 1118. 1119. 1120. 1121. 1122. 1123. 1124. 1125. 1126. 1127. 1128. 1129. 1130. 1131. 1132. 1133. 1134. 1135. 1136. 1137. 1138. 1139. 1140. 1141. 1142. 1143. 1144. 1145. 1146. 1147. 1148. 1149. 1150. 1151. 1152. 1153. 1154. 1155. 1156. 1157. 1158. 1159. 1160. 1161. 1162. 1163. 1164. 1165. 1166. 1167. 1168. 1169. 1170. 1171. 1172. 1173. 1174. 1175. 1176. 1177. 1178. 1179. 1180. 1181. 1182. 1183. 1184. 1185. 1186. 1187. 1188. 1189. 1190. 1191. 1192. 1193. 1194. 1195. 1196. 1197. 1198. 1199. 1200. 1201. 1202. 1203. 1204. 1205. 1206. 1207. 1208. 1209. 1210. 1211. 1212. 1213. 1214. 1215. 1216. 1217. 1218. 1219. 1220. 1221. 1222. 1223. 1224. 1225. 1226. 1227. 1228. 1229. 1230. 1231. 1232. 1233. 1234. 1235. 1236. 1237. 1238. 1239. 1240. 1241. 1242. 1243. 1244. 1245. 1246. 1247. 1248. 1249. 1250. 1251. 1252. 1253. 1254. 1255. 1256. 1257. 1258. 1259. 1260. 1261. 1262. 1263. 1264. 1265. 1266. 1267. 1268. 1269. 1270. 1271. 1272. 1273. 1274. 1275. 1276. 1277. 1278. 1279. 1280. 1281. 1282. 1283. 1284. 1285. 1286. 1287. 1288. 1289

SHIPPING.

ARRIVALS.
May 9, GOOD HOPE, British str., 2,275, J. Handling, Barry 2nd March, Coals—GIBB, LIVINGSTON & CO.
May 10, CHARTERHOUSE, British str., 1,278, Kinkhorst, Penang 30th April and Singapore 3rd May, General—CHINESE.
May 10, CHARTERHOUSE, British str., 4,026, J. S. Stevenson, R.N.R., Moji 5th May, Coals—MITSUBISHI KAISHA.
May 10, JACOB DIEDERICHSEN, German str., 623, B. Ohlsen, Haifong via Hoibow 7th May, General—JENSEN & CO.
May 10, LOONGSANG, British str., 1,032, G. S. Weigall, Manila 7th May, General—JARDINE, MATHESON & CO.
May 10, LYEE MOON, German str., 1,072, H. Wavell, Chinkiang 5th May, Kice—BUTTERFIELD & SWIRE.
May 10, PROGRESS, German str., 687, Bromer, Haifong 8th May, General—SIEMSEN & CO.
May 10, SUBANG, British str., 1,776, James Young, Calcutta via Penang and Singapore 23rd April, General—JARDINE, MATHESON & CO.
May 10, TAIPEI, German str., 1,053, Ueberfeldt, Saigon 5th May, General—MEYER & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 10th May.
Charterhouse, British str., for Amoy.
Hue, French str., for Kwangchow.
Kwaiyang, British str., for Shanghai.
Ocampo, British str., for Shanghai.
Oscar II, Norwegian str., for Kuchinotzu.
Rein, Norwegian str., for Bangkok.
Triumph, German str., for Swatow.
Ugises, British str., for Shanghai.
DEPARTURES.
10th May.
ANTONON, British str., for London.
ALGOMA, British str., for Nagasaki.
BOURBON, French str., for Chetoo.
CROWN OF ARAGON, Brit. str., for Yokohama.
ELG, Norwegian str., for Canton.
HAICHING, British str., for Coast Ports.
LORD ROBERTS, British str., for Sourabaya.
NANSAN, British str., for Calcutta.
OLDENBURG, German str., for Shanghai.
PRATING, British str., for Canton.
WHAMPOA, British str., for Canton.

VESSELS IN DOCK.

10th May.
ABERDEEN DOCKS.—Leosok.
KOWLOON DOCKS.—H. I. G. M. S. Moore, Adamastor, Approver, U.S.S. Monterey, Hwangshan, Tanglin, Hwang.
COSMOPOLITAN DOCK.—H.M.S. Espiegle.

VESSELS ON THE BERTH

HAMBURG-AMERIKA LINIE.
FOR SHANGHAI.
(Taking Cargo at through rates to TSINGTAU).
THE Steamship
"LYEEMOON,"
Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 11th inst., at 3 P.M.
This Steamer has superior accommodation for First and Second class passengers.
For Freight or Passage, apply to
SIEMSEN & CO., Agents.
Hongkong, 10th May, 1904. 1219

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies).
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERANEA, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALCUTTA GULF and BANGALORE, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
THE Steamship
"ISCHIA,"
Captain Maganzini, will be despatched as above TO-MORROW, the 12th inst., at NOON.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 5th May, 1904. 14

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"AUSTRALIEN,"
Captain Veron, will be despatched for the above ports on or about MONDAY, the 16th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 10th May, 1904. 12

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, ALGOS.
PORTS OF BRAZIL AND RIVER PLATE.
ON TUESDAY, the 17th May, 1904, at 1 P.M., the Company's Steamship "POLYNESIE," Captain Le Coisepier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 16th May. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Values of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 6th May, 1904. 12

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | FLAG | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---------------|------------|---------------|-------------------------|-----------------------|
| LONDON and ANTWERP, via SINGAPORE, &c. | FORMOSA | Brit. str. | B. H. W. Snow | P. & O. S. N. Co. | About 12th inst. |
| LONDON, &c., via PORTS OF CALL | CHUSAN | Brit. str. | W. B. Palmer | P. & O. S. N. Co. | 21st inst., at Noon. |
| LONDON and ANTWERP | ALCINOUS | Brit. str. | W. B. Palmer | BUTTERFIELD & SWIRE | 24th inst. |
| LONDON and ANTWERP | DEUCALION | Brit. str. | W. B. Palmer | BUTTERFIELD & SWIRE | 7th June. |
| LONDON and ANTWERP | AGAMEMNON | Brit. str. | W. B. Palmer | BUTTERFIELD & SWIRE | 21st June. |
| MARSEILLES, &c., via PORTS OF CALL | POLYNESIE | Brit. str. | Le Coisepier | MESSAGERIES MARITIMES | 17th inst., at 1 P.M. |
| BREMEN, via PORTS OF CALL | BAYERN | Ger. str. | Formes | MELOCHERS & CO. | 25th inst., at Noon. |
| HAVRE and HAMBURG | ATTEMISIA | Ger. str. | Gronmeyer | HAMBURG-AMERIKA LINIE | To-morrow. |
| HAVRE and HAMBURG | MARBURG | Ger. str. | Stern | HAMBURG-AMERIKA LINIE | 17th inst. |
| HAVRE and HAMBURG | STRASSBURG | Ger. str. | Madson | HAMBURG-AMERIKA LINIE | 31st inst. |
| HAVRE and HAMBURG | SEGOTIA | Ger. str. | Förck | HAMBURG-AMERIKA LINIE | 14th June. |
| HAVRE and HAMBURG | NORNBURG | Ger. str. | Jaburg | HAMBURG-AMERIKA LINIE | 28th June. |
| TRIESTE, &c., via SINGAPORE, &c. | M. BACQUEHEM | Aus. str. | Rassevich | SANDER, WIELER & CO. | 20th inst., P.M. |
| GENOA, MARSEILLES & LIVERPOOL | ACHILLES | Brit. str. | Rassevich | BUTTERFIELD & SWIRE | 18th inst. |
| NEW YORK, via SUEZ CANAL | BRITZ HUEL | Brit. str. | Rassevich | STANDARD OIL CO. | 17th inst. |
| NEW YORK, via SUEZ CANAL | RAS ISSA | Brit. str. | Rassevich | STANDARD OIL CO. | 28th inst. |
| NEW YORK, via PORTS & SUEZ CANAL | SATSUMA | Brit. str. | Rassevich | DOEWELL & CO., LD. | About 3rd June. |
| VANCOUVER, via SHANGHAI, &c. | E. OF JAPAN | Brit. str. | Rassevich | CANADIAN PACIFIC R. CO. | 21st inst. |
| VICTORIA (B.C.) & SEATTLE via NAKI, &c. | TANTAR | Brit. str. | Rassevich | BUTTERFIELD & SWIRE | 17th inst. |
| PORTLAND, OREGON | CHUSAN | Brit. str. | W. M. Smith | DOEWELL & CO., LIMITED | 21st inst. |
| AUSTRALIAN PORTS | SHAWMUT | Brit. str. | Schuldt | PORTLAND & ASIATIC CO. | 14th June. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | GIBB, LIVINGSTON & CO. | 15th inst., D'light. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | BUTTERFIELD & SWIRE | 2nd June. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | BUTTERFIELD & SWIRE | 13th inst. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | P. & O. S. N. Co. | About 20th inst. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | CHINA COM. S.S. CO. | 21st inst., at 4 P.M. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | 18th inst., at 3 P.M. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | Quick despatch. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | To-morrow. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | 18th inst. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | About 18th inst. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | About 22nd inst. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | 14th inst. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | 25th inst., 10 A.M. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | 15th inst., 10 A.M. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | 22nd inst., 10 A.M. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | 18th inst., 10 A.M. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | 18th inst. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | 14th inst., 10 A.M. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | 16th inst., D'light. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | 17th inst. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | 21st inst., 10 A.M. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | About 8th June. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | 17th inst. |
| YOKOHAMA & KOBE | CHANGSHA | Brit. str. | Helms | MELOCHERS & CO. | To-morrow, Noon. |

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above port on SUNDAY, the 15th inst., at DAY-LIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1904. 1072

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above ports on SUNDAY, the 15th inst., at DAY-LIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1904. 1032

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME and TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZIL, SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship
"MARQUIS BACQUEHEM,"
Captain Rassevich, will be despatched as above on FRIDAY, the 20th inst., P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.
Hongkong, 2nd May, 1904. 13

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1904.
About 3rd June.
"RICHMOND CASTLE" 15th June.
"ST. FILLANS" 30th June.
"LOWTHER CASTLE" 31st July.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 9th May, 1904. 1877

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.
MACQUARIE, British str., St. John George—Gibb, Livingston & Co.

Hongkong, 6th May, 1904. 12

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.
FORMOSA About 12th May
B. H. W. Snow May
Freight and Passage.

YOKOHAMA, via SHANGHAI, MOJI and KOBE.
CHUSAN About 20th May
C. F. Lockstone, R.N.R. May
Freight and Passage.

LONDON, &c. CHUSAN Noon, 21st May
W. B. Palmer, R.N.R. May
See Special Advertisement.

SHANGHAI COROMANDEL About 22nd May
C. R. Longden May
Freight and Passage.

For further Particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 11th May, 1904. 11

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.

ARTEMISIA HAVRE and HAMBURG On 12th May. Freight.

MAEBURG HAVRE, BREMEN and HAMBURG On 17th May. Freight.

STRASSBURG HAVRE and HAMBURG On 31st May. Freight & Passengers.

SEGOTIA HAVRE and HAMBURG On 14th June. Freight.

NUERNBERG HAVRE and HAMBURG On 28th June. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. LEAVING.

TAMUI, via SWATOW "M. STRUYE" SUNDAY, 15th May, at 10 A.M.

ANPING, via SWATOW "TRITON" WEDNESDAY, 18th May, at 10 A.M.

TAMUI, via SWATOW "H. KRAFT" SUNDAY, 22nd May, at 10 A.M.

FOOCHOW, via SWATOW "TRIUMPH" WEDNESDAY, 25th May, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 11th May, 1904. T. ARIMA, Manager. 115

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP. TONS. CAPTAIN. FOR. SAILING DATE.

RUBI 2540 R. W. Almond Manila direct. Sat., 14th May, 10 A.M.

ZAFIRO 2540 R. Rodger Manila direct. Sat., 21st May, 10 A.M.

PEELA 1880 A. H. Nottley

For Freight or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th May, 1904. 116

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

BAYERN WEDNESDAY 25th May

OLDENBURG SATURDAY 4th June

SACHSEN WEDNESDAY 8th June

ZIETEN WEDNESDAY 22nd June

SEIDLITZ WEDNESDAY 6th July

ROON WEDNESDAY 20th July

PREUSSEN WEDNESDAY 3rd August

PRINZ REGENT LUITPOLD WEDNESDAY 17th August

PRINZ HEINRICH WEDNESDAY 31st August

GNESSEN WEDNESDAY 14th September

BAYERN WEDNESDAY 28th September

SACHSEN WEDNESDAY 12th October

ZIETEN WEDNESDAY 26th October

PRINZESS ALICE WEDNESDAY 9th November

PRINZ REGENT LUITPOLD WEDNESDAY 23rd November

PREUSSEN WEDNESDAY 7th December

PRINZ EITEL FRIEDRICH WEDNESDAY 21st December

PRINZ HEINRICH WEDNESDAY 4th January 1905

ON WEDNESDAY, the 25th day of MAY, 1904, at NOON, the Steamship "BAYERN," Captain H. Formes, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 23rd May. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 24th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 24th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELOCHERS & CO., AGENTS.

Hongkong, 23rd April, 1904. 15

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG 'SHAI' via INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

"ARAGONIA" 5,195 Schult June 14th, 1904.

"NUMANTIA" 4,370 Wagner July 14th, 1904.

"NICOMEDIA" 4,370 Wagner August 14th, 1904.

"ALABIA" 4,483 Ballo September 14th, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
Hongkong, 3rd May, 1904. 14

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

